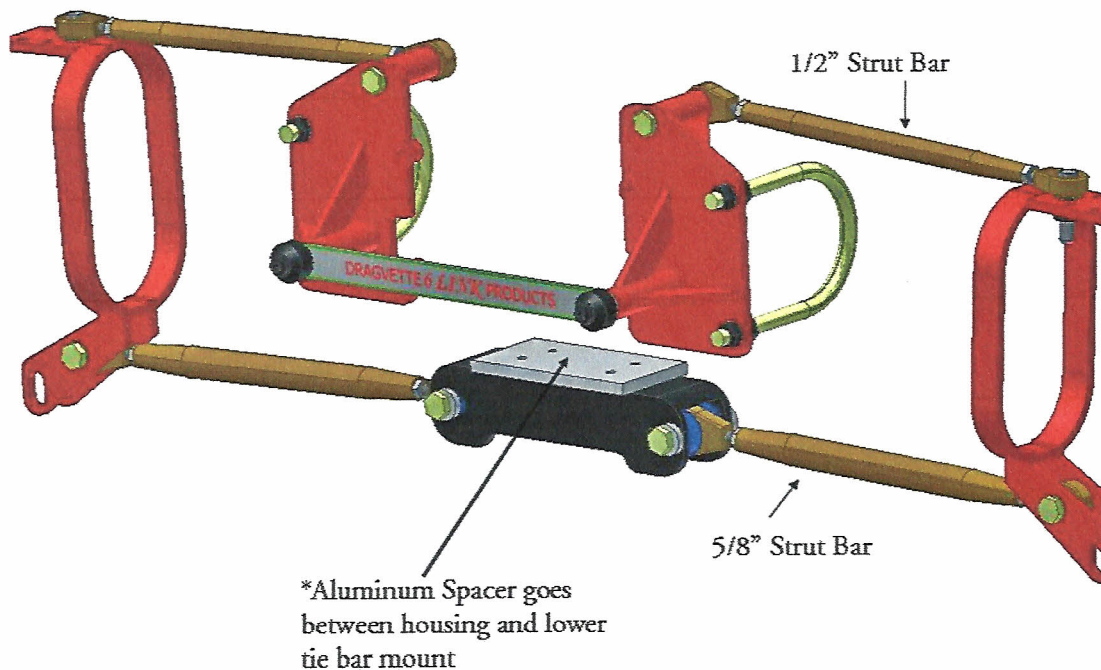


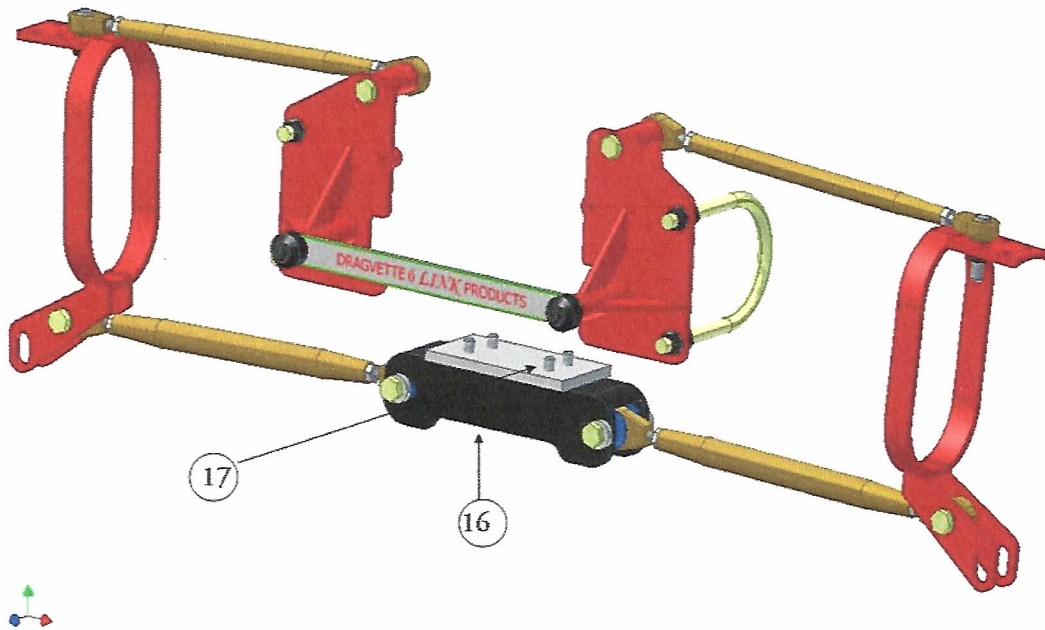
Caution assume *all screws are finger tight*. This is an over view of the Dragvette 6-link System you are installing. Before installation we recommend you remove the following items from your Corvette in this order: Trailing arm to Rear Spring Bolt, Rear Spring (optional but easier in long run), Strut Bars, Strut Bracket, Bottom Shock Absorber Mounts, Half Shafts on wheel end only. Before starting please watch the DVD first.

### Dragvette Assembly Instructions 6 Link Suspension



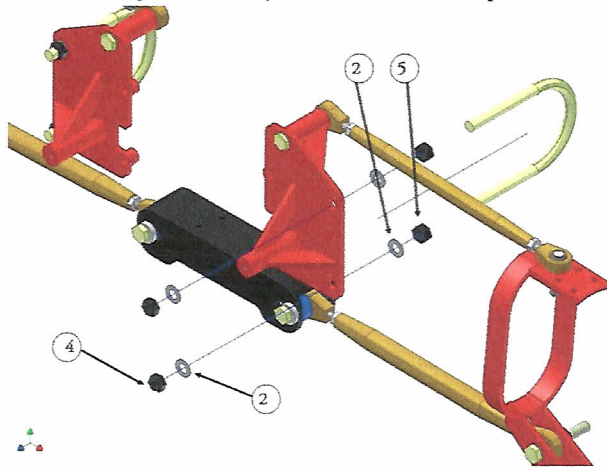
Install the Aluminum plate and the existing (68-79) strut bracket with the 4 bolts provided (item 9 on material list). If you have a 1963 to 67 Corvette a strut bracket like the 68-79 model is provided and must be used to create the geometry needed for the 6-Link.

### Dragvette Assembly Instructions 6 Link Suspension



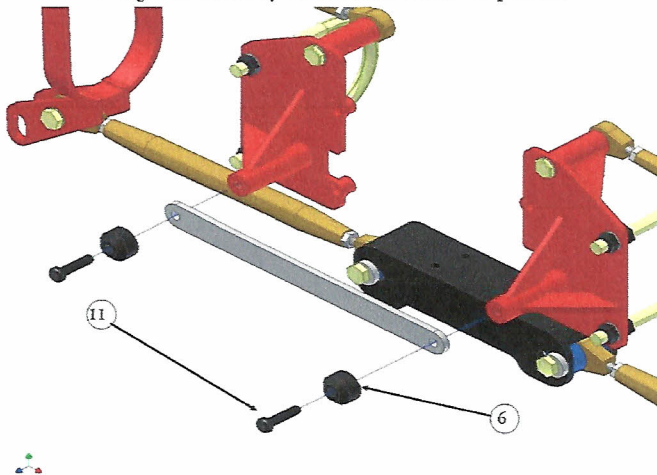
Install the two center sections with the u-bolt style safety loops loosely installed use the 4 bolts provided (item 17) do not fully tighten the 4 bolts until the next step.

Dragvette Assembly Instructions 6 Link Suspension



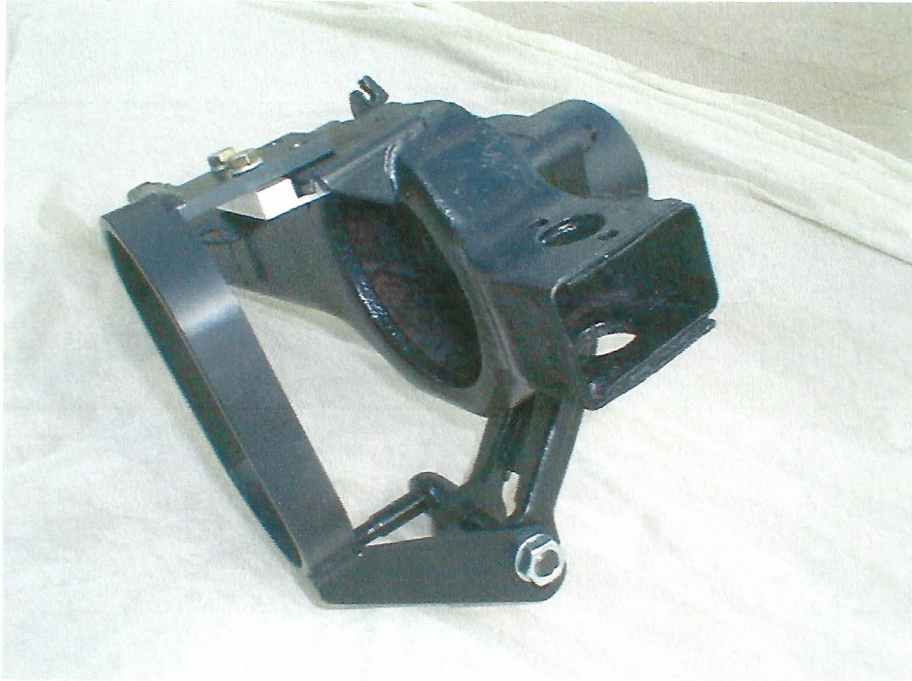
Install the Dragvette Logo, support bar with the bullet style washers (item 6) and socket head hex screws item (item 11). After the logo bar is fully tightened. Tighten the four hex head bolts on the center sections.

Dragvette Assembly Instructions 6 Link Suspension





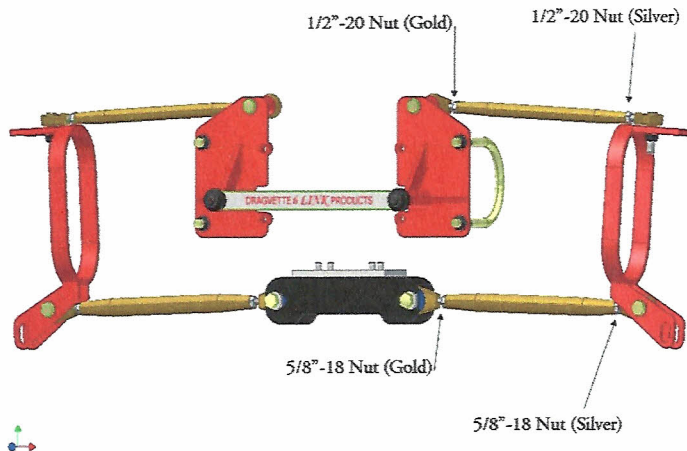
Install the outer safety loops to the trailing arms the arm should remain on the Corvette. Item 13 is installed in the middle of the fork on the shock absorber mount. It is not shown in this picture



If you have aftermarket offset trailing arms the bottom attaches the same however the top mount requires drilling. Drilling will be the final step for you. Do not drill the mounting holes until you have the length of the top and bottom strut bar set. Both bars must be mounted to the center section. Then c-clamp the top of the mounting clamp into position making sure the half shaft is level and the tire is close to 0 chamber before drilling also check the drive shaft. It should be reasonably centered in the safety loop. Move the trailing arm through it range of motion checking for interference with the battery box and in some cases the rubber bump pad if it is close your can remove halve of the bumper pad support and still retain the bumper. You should retain the bumper pad for possible bottoming out. Cars with very low profile tires require more suspension travel as the tires do not absorb much of the road variation.

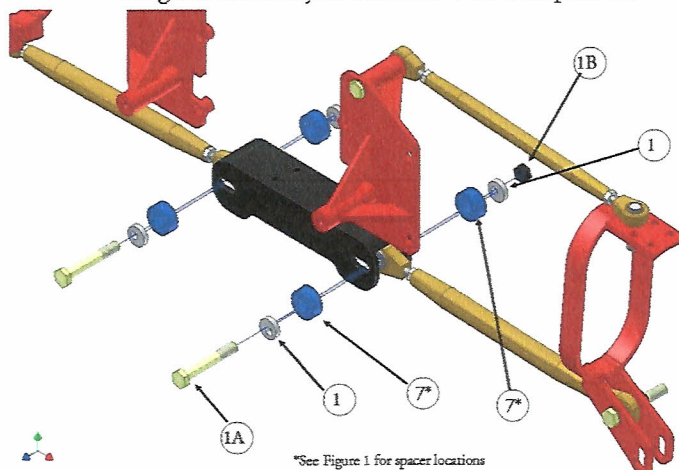
Prepare the 1/2" upper and 5/8" lower strut bars for installation note the left hand nuts are silver and mount on the center section. The right hand nuts are gold and mount on the outer safety loop. The end with the knurl has the right hand thread.

Dragvette Assembly Instructions 6 Link Suspension



Install the lower strut bar to the strut bracket, the four round aluminum spacers (item 7) mount on the inside of the strut bracket. Look at the next two auto cad drawings.

Dragvette Assembly Instructions 6 Link Suspension



## Dragvette Assembly Instructions 6 Link Suspension

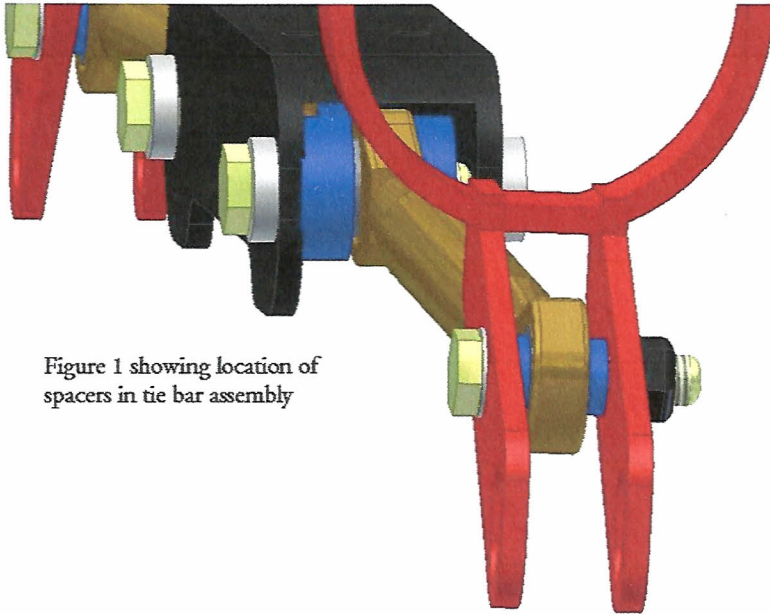
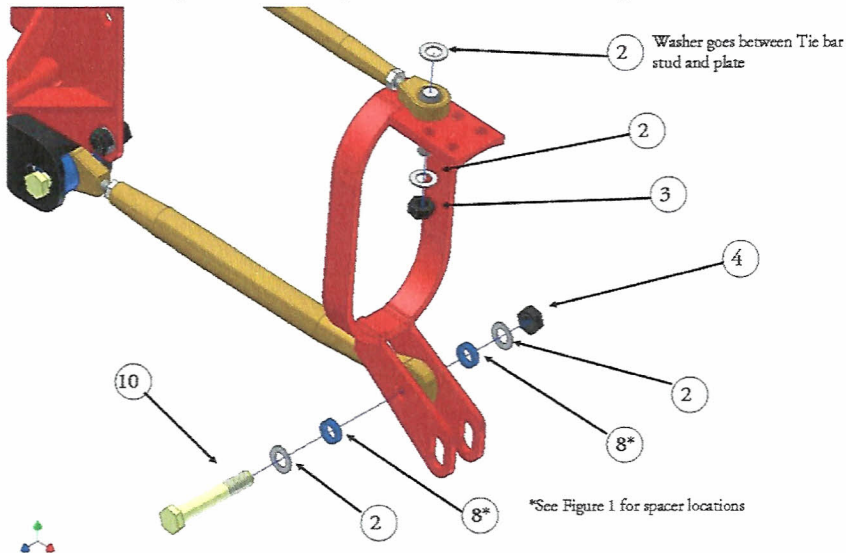


Figure 1 showing location of spacers in tie bar assembly

Mount the lower strut bar followed by the upper strut bar. To the outer safety loop. Note that item 2 goes under the heim joint stud on the top of the safety loop the washer is part of the dimensional integrity of the 6-Link System.

## Dragvette Assembly Instructions 6 Link Suspension



## Dragvette Hardware 6 Link Suspension

Diagram No.	Description	Quantity
1	* Cam Washer	4
1A	* 1/2" -13 x 3 3/4" Long Cam Bolt	2
1B	* 1/2" -13 Nut	2
2	1/2" I.D. x 7/8" O.D. Stainless Steel Flat Washer	20
3	1/2" -20 Nylock Nut	2
4	1/2" -13 Nylock Nut	6
5	1/2" -13 Nut	4
6	1 1/4" Dia. Black Oxide Bullet Cap	2
7	1 3/8" Dia. x 1/2" Long Aluminum Spacer	4
8	3/4" Dia. x 3/16" Long Stainless Steel Spacer	4
9	3/8" -16 x 1 1/4" Hex Head Bolt	2
10	1/2" -13 x 2 1/2" Long Bolt	2
11	3/8" -16 x 1" Long Socket Head Cap Screw	2
12	5/16" -18 x 1" Hex Head Bolt	8
13	1 3/8" x 1 1/8" Long Aluminum Spacer	2
14	1/2" -20 x 3/4" Long Hex Head Bolt	2
15	3/8" I.D. x 9/16" O.D. Stainless Steel Flat Washer	2
16	* Existing Strut Bracket for 1968-79 (6 link provided for 1963-67)	

\*Hardware Existing on Corvette

24 Hour 7 Days a week help line Toll free 877-422-0943.



## Over view of alignment procedure for *Dragvette 6-Link*

**Basic Alignment Procedure** This procedure applies after the trailing arm safety loops and center support plates have been installed.

1. Install the half shaft and set it level with a measuring device. Use a jack and move the trailing arm until you are satisfied with the result. Sears offers a digital level for \$39.95 but don't underestimate the accuracy of a bubble level they are very good.
2. Measure the length of the half shaft, using the center of the universals as your reference points. Adjust the bottom strut rod to the same length. Next install the strut rod. Note your half shafts may be different lengths. 13-3/4quarters vs 13-15/16ths.
3. Snug all bolts and screws during the preliminary tightening. When you are satisfied every thing is as it should be then fully tighten a check all bolts and screws.
4. Install the 1/2" shim provided in the 6-link system to adjust the strut rod bracket so the bottom strut bar is parallel to the half shaft. You may fully tighten these bolts when installing.
5. ***If you have not removed the side yoke clips***. Install the top link. Simply adjust it until it fits loosely into position. Now adjust the rod out until it gets tight, next adjust the rod shorter until it tightens up. Now adjust the rod length to the center of the 2 previous adjustments. This would be the happy medium.
6. ***If you have removed the side yoke clips*** adjust the top strut the same length as the bottom strut and install.
8. Use the stock cam bolt on the stock strut bracket to adjust the camber. Zero degrees for drag and street driving or 2 to 5 degrees for street and serious auto-crossing. This can be changed at anytime depending upon your driving preference. Three turns of the strut rod is about 2 degrees of chamber. This can bind up the system and the first time this adjustment is attempted it should be on jack stands with the spring disconnected and the travel of your trailing arm should be checked for binding. You may have to adjust the upper strut rod to relieve binding. If your clips are removed binding will not occur when adjusting the camber to push the bottom of the wheel out.
9. With the spring disconnected move the swing arm through out it's complete travel. Make sure binding does not occur. If binding occurs adjust the top and bottom strut bars 1/2 Turn longer and check for binding again. Attach the spring to the trailing arm with the 8 inch long screws leave about 1/4 of thread sticking through the nut.



10. There are two **points of concern** in particular. It varies on different Corvettes. *One* the safety loop next to the wheel may, come into contact with the battery box when the trailing arm is extended up. *Two* on a few Corvettes depending upon the assembly. The hiem joint on the top of the outward safety loop may hit or possibly lock up under the bumper pad support you must cut or grind anything that may interfere with the hiem joint. This could be especially hazardous and must have adequate clearance.

11. Set the Corvette on the ground. Adjust the 8 inch screws until the half shafts are level with the ground. If you have a stock spring they have a higher profile than the performance springs they will flex a lot more and may allow the suspension to bottom out. We most generally recommend a minimum 360 lb spring. If you are a serious auto-crosser you may have to adjust the half shaft so they are 1/2 inch above center for better body clearance. You will have to play with the camber for your best results.

12. Go for a casual drive and pay close attention to the performance of your suspension. Gradually work your way up to full out. Be sure to monitor the condition of everything under your Corvette with visual inspections. Caution should be exercised to insure your safety. You may have overlooked something during the installation! Now ENJOY the way your Corvette handles!



**Help Line Toll Free 877-422-0943 available 7 days a week**